

## § 110.229

122°53'27.81" W; thence continuing northwesterly to latitude 46°04'08.10" N, longitude 122°53'38.70" W; thence continuing northwesterly to latitude 46°04'29.41" N, longitude 122°53'58.17" W; thence continuing north-northwesterly to latitude 46°04'49.89" N, longitude 122°54'21.57" W; thence continuing northwesterly to latitude 46°05'06.95" N, longitude 122°54'50.65" W; thence continuing northwesterly to latitude 46°05'49.77" N, longitude 122°56' 58.12" W; thence continuing east-northeasterly to the point of the beginning.

### (b) Regulations.

(1) All designated anchorages are intended for the primary use of deep-draft vessels over 200 feet in length.

(2) If a vessel under 200 feet in length is anchored in a designated anchorage, the master or person in charge of the vessel shall:

(i) Ensure that the vessel is anchored so as to minimize conflict with large, deep-draft vessels utilizing or seeking to utilize the anchorage; and

(ii) Move the vessel out of the area if requested by the master of a large, deep-draft vessel seeking to enter or depart the area or if directed by the Captain of the Port.

(3) Vessels desiring to anchor in designated anchorages shall contact the pilot office that manages that anchorage to request an appropriate position to anchor. Columbia River Bar Pilots manage Astoria North Anchorage and Astoria South Anchorage. Columbia River Pilots manage all designated anchorages upriver from Astoria.

(4) No vessel may occupy a designated anchorage for more than 30 consecutive days without permission from the Captain of the Port.

(5) No vessel being laid-up or dismantled or undergoing major alterations or repairs may occupy a designated anchorage without permission from the Captain of the Port.

(6) No vessel carrying a Cargo of Particular Hazard listed in §126.10 of this chapter may occupy a designated anchorage without permission from the Captain of the Port.

(7) No vessel in a condition such that it is likely to sink or otherwise become a hazard to the operation of other vessels shall occupy a designated anchorage except in an emergency and then

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only for such periods as may be authorized by the Captain of the Port.

(8) Vessels anchoring in Astoria North Anchorage should avoid placing their anchor in the charted cable area.

[USCG–2008–1232, 74 FR 51781, Oct. 8, 2009, as amended by USCG–2010–0351, 75 FR 36282, June 25, 2010]

## § 110.229 Straits of Juan de Fuca, Wash.

(a) *Anchorage grounds*—(1) *Nonanchorage area (Port Angeles Harbor)*. Beginning at a point on the shore at latitude 48°07'04.5" N., longitude 123°24'15.6" W.; thence to latitude 48°07'39.1" N., longitude 123°24'00" W.; thence to latitude 48°07'36.7" N., longitude 123°23'46" W.; thence to a point on the shoreline at latitude 48°06'57.4" N., longitude 123°24'04" W.

(b) *The regulations*. (1) No vessel may anchor in this nonanchorage area at any time.

(2) Dragging, seining, fishing, or other activities which may foul underwater installations within this nonanchorage area are prohibited.

(3) Vessels may transit this nonanchorage area, but must proceed by the most direct route and without unnecessary delay.

(4) The city of Port Angeles will mark this area with signs on the shoreline visible (during normal daylight) 1 mile to seaward reading, "Do not Anchor in This Area."

[CGD 72–233, 39 FR 41849, Dec. 3, 1974]

## § 110.230 Puget Sound Area, Wash.

(a) *The anchorage grounds*—(1) *Freshwater Bay emergency explosives anchorage, Strait of Juan de Fuca*. All of Freshwater Bay and adjacent waters shoreward of a line beginning at Observatory Point, latitude 48°09'03", longitude 123°38'12", thence due north approximately 1,150 yards to latitude 48°09'36", longitude 123°38'12"; thence 90°, approximately 6,450 yards, to latitude 48°09'36", longitude 123°33'27"; thence 180° to the shoreline.

(i) This area does not constitute an explosives anchorage for loading or discharging explosives, but is established exclusively for use by explosives laden vessels enroute to the ammunition dumping area which encounter adverse